

## Memorandum

Date: Tuesday, September 10, 2013  
To: Transportation Committee  
From: Peter Hahn, Director  
Subject: **Director's Report**

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### Highlights by Division

#### **Street Use/Urban Forestry**

Target: Plant 600 new street trees

Quarter	Quarterly Update
1st	84 trees planted
2 <sup>nd</sup>	403 trees planted

Quarter	Quarterly Update
1st	992 trees pruned for maintenance
2 <sup>nd</sup>	101 trees pruned for maintenance

**SDOT Urban Forestry Asset Management:** SDOT Urban Forestry Operations crews cleared medians along multiple arterial corridors in the month of July: Greenwood Avenue North just north of Holman Road, on 5<sup>th</sup> Ave NE in Northgate and on 15<sup>th</sup> Ave West just south of the Ballard Bridge. Also, Eighth Avenue NW medians in Ballard and Admiral Way medians; Harbor Avenue medians will follow. This work requires traffic safety measures for both workers and the traveling public.



**SDOT Urban Forestry Tree Protection:** Foresters responsible for the protection of street trees for private development projects and for the WSDOT contract with Seattle Tunnel Partners (STP) have worked throughout the summer to preserve trees and keep the people safe.



SDOT handled work at ground level to prevent construction damage to tree roots for a private development project at 500 John St. An innovative design was developed to protect London Plane Trees on 5<sup>th</sup> Ave flanking the east side of the Monorail just south of the Seattle Center campus. Customized plywood structures were constructed by the contractor to preserve the historically significant stand of street trees planted 50 years ago for the World's Fair.

## **Street Maintenance**

Target: Sweep 10,000 lane miles to improve water quality

Quarter	Quarterly Update
1 <sup>st</sup>	2,859 curb miles were swept
2 <sup>nd</sup>	2,871 curb miles were swept

Target: Build 7 blocks (block face equivalents) of sidewalks

Quarter	Quarterly Update
1 <sup>st</sup>	1.8 block equivalents of sidewalk built
2 <sup>nd</sup>	2.7 block equivalents of sidewalk built

**Automatic Road Analyzer (ARAN) Assessing Arterial Pavement Conditions:** The Automatic Road Analyzer (ARAN) has just arrived in Seattle and it will be traveling the city for the next two months. Every three years, SDOT assesses the condition of its major streets. This in-depth process entails measuring the type, severity and quantity of pavement distress present on Seattle's 1,540 lane-miles of designated arterial roadways. Digital video logs are collected along with the distress data. This information provides SDOT with an objective measure of citywide pavement conditions that can be used to prioritize projects. Regular condition assessments are

an important tool SDOT uses to optimize the type and timing of maintenance work; identifying locations where preservative treatments can extend the life of existing pavements. Delivery of the processed pavement condition rating data is scheduled for Q4 of 2013, with analysis and reporting to follow in Q1 of 2014.

**Microsurfacing:** SDOT completed its first ever microsurfacing project on August 1<sup>st</sup> in the Wedgwood neighborhood. The project delivery was a team effort between Capital Projects and Street Maintenance, with the microsurfacing moving from concept in April to construction in July. The work required outreach to more than 1,500 households. Following roadway patching and preparation by SDOT crews, contractors resurfaced 12.1 lane-miles of non-arterial pavement over four working days.



Microsurfacing is a preventive maintenance treatment aimed at extending the life of pavements in good condition.

SDOT will monitor the performance of the microsurfacing as part of its normal pavement management efforts. A survey of Wedgwood residents will be conducted to gauge public opinion on the project.

### **Capital Projects/Roadway Structures**

Target: Fund 9 art interruption projects out of 1% for art

Quarter	Quarterly Update
1st	Art Interruptions will create temporary art installations along the Beacon Hill Neighborhood Greenway and Central Waterfront. The call for applications has gone out and the deadline for submittal is May 3.
2 <sup>nd</sup>	Please see highlighted project above.

Target: Rehabilitate three public stairways

Quarter	Quarterly Update
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1 <sup>st</sup>	- NE 130 <sup>th</sup> St Stairway (not 135 <sup>th</sup> as stated in the 1 <sup>st</sup> Qtr update) is 100% complete -W. Mercer Street Stairway is 95% complete - E. Thomas St. Stairway, 50 % complete SW Genesee St. Stairway is 20% complete
2 <sup>nd</sup>	Above mentioned projects are all on track

Target: Implement 9 Neighborhood Street Fund Projects

Quarter	Quarterly Update
1st	Projects are 50% complete.
2 <sup>nd</sup>	New neighborhood project request are being analyzed and cost estimates developed.

**Delridge Way Paving Project:** Phase four of the five-phase Delridge Way SW Paving Project, from SW Holden up to SW Orchard, will be complete in one month. Starting next week, SW Orchard Street between Sylvan Way SW and Delridge Way SW will be rebuilt – first the eastbound side and then the westbound side, with two weeks for each. The project will rebuild much of Delridge between SW Orchard and Roxbury streets, and will install new drainage facilities for the majority of that stretch. Work began in January at SW Henderson, with crews moving north. In October crews will come back to SW Henderson to rebuild the roadway south to Roxbury. Phasing was planned that way to ensure paving at the lower elevations aligned with drier weather months. Phase five is an additive to the original contract, made possible by a favorable bidding climate allowing dollars to buy more improvements. Overall completion is expected by the end of the year.

**Ballard Bridge Seismic Retrofit Project Averts Impacts** –Between 6:00am and 10:30am, on August 22, crews shimmed the Ballard Bridge at Pier 23 for a bearing replacement. Rather than close the northbound travel lane and adjacent sidewalk, the contractor arranged to shorten the taper zone for northbound merge lane and positioned flaggers to assist bicyclists and pedestrians during this well planned operation.

The project, initially thought to require frequent lanes and sidewalk closures, has not required either since it began over a year ago. Having completed the in-water work in one season instead of two, the project remains on track for completion next spring.





**Art Interruptions:** Temporary artworks eliciting moments of surprise, beauty or humor are dotted through Beacon Hill and the Central Waterfront via the *Art Interruptions* series produced by the Seattle Office of Arts & Culture. The artworks, intended to last for approximately six weeks, appear on city sidewalks and in parks offering a brief interruption in viewer's days. Twelve artists have created temporary installations, most of which are on view through September 20, though dates vary depending on the type of artwork. Projects range from a light-hearted photo cutout to traditional rangoli and flower mandalas made by local Indian artists along the Beacon Hill Neighborhood Greenway, a recent SDOT project. Art Interruptions was launched in 2012 with a dozen projects spread between Greenwood Ave N. and the Central Waterfront and was awarded a Public Art Network *Year-in-Review* distinction.

For the six weeks duration of the series, SDOT will be highlighting one artwork per week. This week we are featuring a project by Brian Gerich and Ian Horton, with assistance from Steven Chavez (see image above). *Blind Drift* both contrasts and mimics environmental elements in the hillside at 18<sup>th</sup> Avenue South and South Walker Street, and creates a gradient effect across the pedestrian path of the site. The artwork creatively utilizes an existing retaining wall which is supported using reclaimed materials from the historic Beacon Hill Trolley Car. The artists attached the artwork supports to the existing infrastructure and also used reclaimed materials in their design. The fabric used to make this installation will in turn be recycled through the Patagonia Company once the artwork has been removed.

Administered in partnership with Seattle Department of Transportation (SDOT) and Seattle Parks and Recreation, *Art Interruptions* is funded with SDOT 1% for Art funds and administered by the Seattle Office of Arts & Cultural Affairs.

Personnel: **Sonia Palma** is moving from Major Projects to an OOC opportunity with the CPRS Consultant Contracts group where she will be performing a variety of responsibilities supporting the department in managing/administering consultant contracts. Among other duties, she will develop, implement, and monitor departmental policies and procedures related to contracts, review consultant invoices, prepare reports and correspondence, and investigate and make recommendations on contractual problems and issues.

## **Policy and Planning**

Target: Publish Draft Bicycle Master Plan update

Quarter	Quarterly Update
1st	The Seattle Bicycle Advisory Board has been reviewing draft plan elements. A draft plan will be available for public review in June
2 <sup>nd</sup>	Public engagement phase 3 was launched with the release of the draft BMP in June and continued into July. SDOT hosted three city-wide open houses and attended numerous community meetings. Based on public comment, the project team will produce a recommended final plan for adoption.

Target: Complete 100% of the design of the Belltown/Uptown Electric Trolley Bus project

Quarter	Quarterly Update
1st	90% design complete
2 <sup>nd</sup>	Design workshop scheduled for mid-August for public to review plans for new stop at 2 <sup>nd</sup> and Broad.

Target: Complete four transit spot improvements

Quarter	Quarterly Update
1 <sup>st</sup>	2 complete, others in design
2 <sup>nd</sup>	Third of four scheduled for 3Q completion, others in design

**Bike Master Plan Update:** A draft of the updated Seattle Bicycle Master Plan was released for review and comment on June 5. SDOT hosted three public open houses in June (at City Hall, Columbia City and Roosevelt), all were well attended. SDOT staff also did briefings at a number of community meetings and board/commission meetings in June and July.

The plan's public comment period closed in late July and SDOT received hundreds of comments from community members, advocacy groups (Cascade Bicycle Club and the Bicycle Alliance of Washington), other agencies (the Port of Seattle, Sound Transit, King County Metro), and city advisory bodies (Bicycle Advisory Board, Freight Advisory Board, Planning Commission). SDOT staff is in the process of reviewing all of the public comments and working with the consultant team to make revisions to the plan.

SDOT staff participated in a well attended Mayor's Town Hall meeting on August 12 at Ravenna Eckstein Community Center, where additional comments and questions on the plan were discussed. The project team also briefed the City Council Transportation Committee on August 13 and summarized the comments received to date and discussed work being done now to complete the plan. At this point, staff anticipates that a final recommended plan will be transmitted to the City Council for their review in November, with plan adoption occurring potentially in late 2013 or early 2014.

**Allison Schwartz** has been selected as SDOT's new outreach specialist. This strategic advisor position is responsible for community outreach, liaison work and marketing on sensitive transportation issues. Allison will foster communications with businesses and residents on complex efforts such as our master plans and Center City Parking program, implement Seattle Summer Street events, and direct the Holiday Pedestrian Safety Campaign. She will also serve as a liaison to the citywide Race and Social Justice outreach team.

**Mark Melnyk:** On August 19, Mark Melnyk will join the Policy and Planning Division as a Senior Commute and Travel Options Planner. Mark will oversee the City's Commute Trip Reduction (CTR) program that includes its 4 year pilot proposal approved by the state earlier this year. Mark will also be the SDOT's liaison to DPD on setting and monitoring Transportation Management Program requirements including those related to Major Institution Master Plans.

Mark comes to SDOT with over 12 years of experience in the field of transportation demand management working with public and private agencies. He has spent the past five years at Community Transit implementing CTR programs for nine jurisdictions. Prior to that, he spent seven years (combined) delivering employee transportation programs for two major Seattle employers (Seattle University and then Fred Hutchison Center Research Center). Mark has been an active member of the Washington State Ridesharing Organization (WSRO) including serving as Chair of their Executive Board in 2010-2011. He has been a Seattle Pedestrian Advisory Board member since 2011. Mark holds a Master's in Public Administration from Seattle University. .

**Terry Martin, PE:** Terry has accepted the position of Asset Management Program Manager. Terry comes to SDOT from SPU where he served as their acting Strategic Asset Management and Technical Services Division Director for the past 4 years and led the development of their Asset Management Program for the past 13 years. He has written numerous Strategic Asset Management Plans and Strategic Business Cases and has created technical products including risk models to help SPU operate efficiently and save money.

## **Major Projects**

**Alaskan Way Viaduct Replacement Project:** Tunneling officially began on July 30 when Bertha's cutterhead broke through the north wall of the 80-foot-deep launch pit. Initially, crews will be pushing through at a pace of about six feet per day. Once the machine is beneath downtown, the rate will increase to roughly 35 feet per day. Bertha's journey will take approximately 14 months.

As WSDOT explains, the tunnel route is divided into [10 separate zones](#), each with its own underground landscape. In the first zone, crews strengthened or replaced fill soils dumped

there by the City's early settlers and built protected areas where crews can inspect the machine.

For more information about the SR 99 Tunnel Project, visit [www.alaskanwayviaduct.org](http://www.alaskanwayviaduct.org).



Figure 1 - Bertha, the world's largest tunneling machine, got her first taste of tunneling on July 30, 2013, officially starting the 2-mile journey beneath downtown (photo courtesy of WSDOT)

### **Traffic Management – includes bicycle and pedestrian issues**

Install 400 bike parking spaces

Status	Quarterly Update
Q1	58 bicycle parking spaces installed. The majority this work is typically done in the fourth quarter.
Q2	A total of 208 bicycle parking spaces have been installed.

Install 7 miles of bike lanes and sharrows

Status	Quarterly Update
Q1	Less than a mile of bike lanes and sharrows has been installed. The majority of this work is planned for the third quarter.
Q2	A total of 1.5 miles of bike lanes and sharrows have been installed. The majority of this work is planned for the third quarter.



#### Install 7.5 miles of neighborhood greenways

Status	Quarterly Update
Q1	Outreach has been completed for two greenways and construction is underway on one. We expect most of the construction will take place in third and fourth quarters.
Q2	Outreach and design have been completed for all four greenways. Construction is underway for three.

#### Build 7 blocks (block face equivalents) of sidewalks

Status	Quarterly Update
Q1	Design is nearly complete for the 2013 sidewalks. Construction is expected to be completed by the end of the fourth quarter.
Q2	Design is complete and construction is expected to be completed by the end of fourth quarter.

**Green Lake Way North Open House makes the news:** SDOT held a first open house to discuss ways to improve safety on Green Lake Way North.

**Advisory Bike Lanes Appear in Ballard:** The Seattle Bike Blog, My Ballard, and the Ballard News Tribune announced the city's first "advisory bike lanes," which SDOT crews began installing this month as part of the Ballard Corridor Safety Improvements Project. Used on streets too narrow for separate bike lanes, cars may drive in advisory bike lanes after they yield to any bikes. Also, an advisory lane will be used on 45th to encourage cyclists to keep clear of the train tracks. Other traffic calming and safety improvements are included in the project and will be installed this fall.

**"Guerrilla" Bike Lanes on Cherry Street:** SDOT officially installed these lanes following the unauthorized "do it yourself" installation by "guerrilla" bicyclists. SDOT's Pauh Wang designed the new lanes. Wang explained that although it is illegal for people to make their own traffic markings on city streets, the City was happy to officially install these lanes as well as others on nearby streets. SDOT had previously planned to make these improvements, which provide connections from downtown to First Hill and Capitol Hill.

**New "Streets and Sidewalks" brochure:** SDOT has a new brochure that briefly addresses maintenance of sidewalks, streets and street trees, and provides a list of contacts to use in the event of an emergency. The purpose is to provide information during the summer when we often attend ethnic festivals and special events, complementing our winter weather brochure which we use as winter approaches. Both are translated in six languages other than English so that we now have tools to use year-round.

### **Resource Management**

Target: Complete all 42 of SDOT's Bridging the Gap funded deliverables

Quarter	Status	Quarterly Update
1st		Deliverables are on track for 2013
2 <sup>nd</sup>		Deliverables are on track for 2013

Target: Pursue grants to help fund the City's transportation projects

Quarter	Status	Quarterly Update
1st		SDOT applied for 5 grants totaling about \$6.7 million. SDOT has been awarded 1 grant for \$1 million to replace Stop and Yield signs city-wide. A decision on a grant for \$125,000 from the Washington Traffic Safety Commission is pending.
2nd		SDOT submitted ten small funding requests in two competitions, a combined request of \$85,000. Nine of these grants have been awarded, and one is pending. SDOT also received a \$95,000 award from Q1's pending request. Most significantly, SDOT received good news this quarter on various 2012 competitions: six awards and over \$6 million, including \$1 million for Puget Sound Bike Share.

**2013 Grant Season Heats Up:** The Revenue and Capital Development division submitted grant requests totaling over \$17 million last week. These eight applications are by far the largest requests of the year, since many federal funding programs run on two to four year cycles and 2013 is an "off-year." The Transportation Improvement Board (TIB), distributors of state gas tax money, received five SDOT requests: continuation of the 23rd Avenue Corridor project, reconstructing and overlaying Union Street, building safety improvements on Lake City Way, and installing two segments of sidewalk along Greenwood Avenue North. The Transportation Alternatives Program (TAP), which distributes a small part of the federal Highway Trust Fund, received three SDOT applications. The proposed projects are a cycle track on 7th Avenue, a pedestrian/bicycle bridge over I-5 at Northgate, and new curb ramps in Pioneer Square and Chinatown International District. Turnaround time is fairly quick in both of these programs, with news coming between late September and November.

#### Personnel:

**Amy Chadwick:** Joins SDOT as our new Senior Accountant in Accounts Payable who started August 14. Amy recently moved from sunny southern California to make her home here in Seattle. She has many years of experience within the hotel and healthcare field. She worked a number of years for the Four Seasons Hotel working specifically on major construction projects. Her accounting expertise will be a great asset to SDOT.

**Chris Ruffini** has been chosen to fill SDOT's Finance Manager position. Chris has nearly 20 years of experience leading budget, forecasting, accounting and financial analysis teams in the private sector. He served as the Finance Director for Xcel Energy and Eddie Bauer and the Finance Manager of Qwest Communications. Chris is a graduate of the University of Colorado-Boulder and holds an MBA in Finance from Regis University.